

Maryland Historical Trust

Maryland Inventory of Historic Properties number: T-942

Name: 20022 Potts Mill Creek Bridge (MD 662
over Potts Mill Crk)

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridge received the following determination of eligibility.

MARYLAND HISTORICAL TRUST	
Eligibility Recommended <u> X </u>	Eligibility Not Recommended <u> </u>
Criteria: <u> A </u> <u> B </u> <u> C </u> <u> D </u>	Considerations: <u> A </u> <u> B </u> <u> C </u> <u> D </u> <u> E </u> <u> F </u> <u> G </u> <u>None</u>
Comments: _____ _____ _____	
Reviewer, OPS: <u>Anne E. Bruder</u>	Date: <u> 3 </u> April 2001 <u> </u>
Reviewer, NR Program: <u>Peter E. Kurtze</u>	Date: <u> 3 </u> April 2001 <u> </u>

MARYLAND INVENTORY OF HISTORIC BRIDGES
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION/
MARYLAND HISTORICAL TRUST

MHT No. T-942

SHA Bridge No. 20022

Bridge name Potts Mill Creek

LOCATION:

Street/Road name and number [facility carried] MD. 662

City/town Longwoods

Vicinity X

County Talbot

This bridge projects over: Road Railway Water X Land

Ownership: State X County Municipal Other

HISTORIC STATUS:

Is bridge located within a designated historic district? Yes No X

National Register-listed district National Register-determined-eligible district

Locally-designated district Other

Name of district

BRIDGE TYPE:

Timber Bridge :

Beam Bridge Truss -Covered Trestle Timber-And-Concrete

Stone Arch Bridge

Metal Truss Bridge

Movable Bridge :

Swing Bascule Single Leaf Bascule Multiple Leaf

Vertical Lift Retractable Pontoon

Metal Girder :

Rolled Girder Rolled Girder Concrete Encased

Plate Girder Plate Girder Concrete Encased

Metal Suspension

Metal Arch

Metal Cantilever

Concrete X:

Concrete Arch Concrete Slab X Concrete Beam Rigid Frame

Other Type Name

DESCRIPTION:

Setting: Urban _____ Small town _____ Rural X

Describe Setting: Bridge No. 20022 carries MD 662 over Potts Mill Creek. The creek flows west to east. The setting is generally wooded with one house, constructed c.1880 one quarter mile to the north of the bridge.

Describe Superstructure and Substructure:

Bridge No. 20022 is a two span concrete slab bridge which rests on concrete abutments and a concrete pier. No plans exist for this bridge. With two spans of 16', the total length of the structure is 32'. The solid concrete parapets have decorative work as do the wingwalls; rectangular panels have been molded into the parapets and triangular panels have been molded into the wingwalls. Guardrails have been attached to the parapets. The parapets have horizontal cracks with moderate and some heavy efflorescence at the deck and parapet joints. The tops of the parapets have longitudinal and transverse cracks with minor chipped edges. The centerline joints have some minor chipping. The epoxy paint is peeling and flaking.

Abutment faces have been gunited to the waterline. The south abutment has gunite on the west half of its face. The north face has vertical cracks on the east end with light efflorescence. The wings have horizontal and vertical cracks with light efflorescence. There are minor chipped edges and some spalling on the ends. The abutment and wing faces have moderate erosion at the waterline.

Both pier faces have moderate erosion at the flow lines. There have been gunite repairs to the faces. Some small areas of gunite are popping off. The southwest corner has a moderate chip above the waterline. The south face has a horizontal crack 12" from the top. Thick vegetation is covering the wing tops.

Discuss Major Alterations:

In 1985, the underside of the north span slab was repaired with pneumatically applied mortar. Bituminous curbing to control roadway runoff across the structure was added. Repair work was also performed on the east parapet.

HISTORY:

WHEN was bridge built 1911

This date is: Actual X Estimated _____

Source of date: Plaque _____ Design plans _____ County bridge files/inspection form _____

Other (specify) SHA Files _____

WHY was this bridge built?

The need for a more efficient transportation network and load capacity in the early decades of the twentieth century.

WHO was the designer?

State Highway Administration

WHO was the builder?

State Highway Administration

WHY was bridge altered?

To maintain the structural integrity of the bridge.

Was the bridge built as part of an organized bridge-building campaign?

The bridge was part of a large scale effort by the State to upgrade roads and bridges in the early twentieth century.

SURVEYOR/HISTORIAN ANALYSIS:

This bridge may have National Register significance for its association with:

A - Events _____ **B- Person** _____

C- Engineering/architectural character _____

Was the bridge constructed in response to significant events in Maryland or local history?

Reinforced concrete slab bridges are a twentieth century structure type, easily adapted to the need for expedient engineering solutions. Reinforced concrete technology developed rapidly in the early twentieth century with early recognition of the potential for standardized design. The first U.S. attempt to standardize concrete design specifications came in 1903-04 with the formation of the Joint Committee on Concrete and Reinforced Concrete of the American Society of Civil Engineers.

Maryland's road and bridge improvement programs mirrored economic cycles. The first road improvement program of the State Roads Commission was a 7 year program, starting with the Commission's establishment in 1908 and ending in 1915. Due to World War I, the period from 1916-1920 was one of relative inactivity; only roads of first priority were built. Truck traffic resulting from war-related factories and military installations generated new, heavy traffic unanticipated by the builders of the early road system. From 1920 to 1929, numerous highway improvements occurred in response to the increase in Maryland motor vehicles from 103,000 in 1920 to 320,000 in 1929, with emphasis on the secondary system of feeder roads which moved traffic from the primary roads built before World War I.

With a diverse topographical domain encompassing numerous small and large crossings, Maryland engineers quickly recognized the need for expedient design and construction.

In the early years, there was a need to replace the numerous single lane timber bridges. Walter Wilson Crosby, Chief Engineer stated in 1906, "The general plan has been to replace these [wood bridges] with pipe culverts or concrete bridges and thus forever do away with the further expense of the maintenance of expensive and dangerous wooden structures". Within a few years, readily constructed standardized bridges of concrete were being built throughout the state.

The creation of standard plans and a description of their use was first announced in the 1912-15 Reports of the State Roads Commission whereby bridges spanning up to 36 feet were to use standardized designs.

Published on a single sheet, the 1912 Standard Plans included those structures that were amenable to such an approach: slab spans, (deck) girder spans, box culverts, box bridges, abutments, and piers (State Roads Commission 1912). Slab spans, with lengths of 6 to 16 feet in two foot increments, featured a solid parapet that was integrated into the slab, with a roadway of 22 feet.

When the bridge was built and/or given a major alteration, did it have a significant impact on the growth and development of the area?

This area has actually become progressively less developed as the twentieth century has progressed. This road, however, was at one time the main road north to south on the Eastern Shore. As early as the late seventeenth century, a bridge existed at this site. In 1795, a mill, known as Tilghman's Mill operated here. An 1877 map of Talbot County shows a grain mill at this site. This mill no longer exists. The construction of US 50 in the 1950's brought the importance of the earlier route to an end. There is no evidence that the construction of this bridge in 1911 had a significant impact on growth and development in this area.

Is the bridge located in an area which may be eligible for historic designation and would the bridge add to or detract from historic and visual character of the possible district?

The bridge is not located in an area eligible for historic designation.

Is the bridge a significant example of its type?

This is an undistinguished example of a standardized concrete slab bridge.

Does bridge retain integrity of important elements described in Context Addendum?

Integrity of the character defining elements appears good.

Is bridge a significant example of work of manufacturer, designer and/or engineer?

This is an undistinguished example of an early standardized concrete slab bridge.

Should bridge be given further study before an evaluation of its significance is made?

No further evaluation is necessary to determine National Register significance. However, additional research concerning the history of this bridge and its relationship to the surrounding landscape may be useful in providing a more complete picture of the bridge's background.

BIBLIOGRAPHY:

State Highway Administration files for bridge #20022

Lake, Griffin, and Stevenson, 1877 Atlases and other early maps of the Eastern Shore of Maryland, Philadelphia, 1877.

The Star Democrat, (Easton, Md.), September 27, 1991, p. 5A.

SURVEYOR/SURVEY INFORMATION:

Date bridge recorded 8/11/95

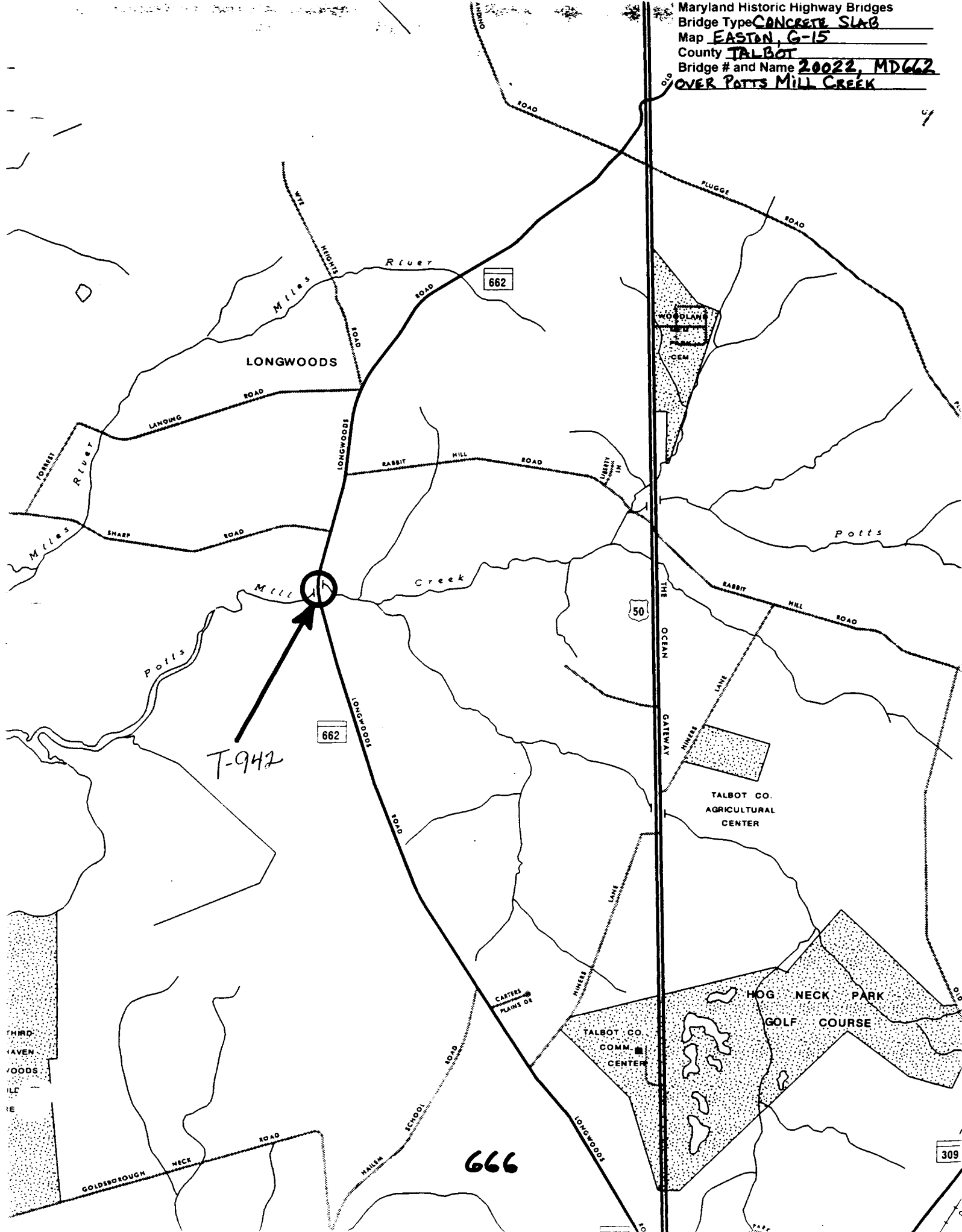
Name of surveyor Daniel Moriarty

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Maryland Historic Highway Bridges
Bridge Type CONCRETE SLAB
Map EASTON, G-15
County TALBOT
Bridge # and Name 20022, MD662
OVER POTTS MILL CREEK





7-942

TALBOT COUNTY

MATT HICKSON

3-10-95

MARYLAND ~~SUD~~ SHA

BRIDGE 20022, LOOKING SOUTH

1 OF 2



7-742

TALBOT COUNTY

MATT HICKSON

3-16-95

MARLAND SHPO

BRIDGE 20022, LOOKING NORTH

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